

**BOARD OF SUPERVISORS  
PUBLIC HEARING**

**# 2**

**SUBJECT:** Loudoun County Parking Facilities Solicitation for  
Conceptual Proposals (SCP) through the Public-Private  
Transportation Act of 1995

**ELECTION DISTRICTS:** Broad Run and Dulles

**CRITICAL ACTION DATE:** May 8, 2013

**STAFF CONTACTS:** Donnie Legg, Procurement Officer, Management and  
Financial Services  
Charles Yudd, Assistant County Administrator, County  
Administration  
Ben Mays, Director, Management & Financial Services

**RECOMMENDATION:**

**Staff:** There is no staff recommendation at this time. This process meets the public hearing compliance requirement of the Code of Virginia §§ 56-556, the Public – Private Transportation Act of 1995 (referred to herein as “Public Private Transportation Act”).

---

**BACKGROUND:** On November 15, 2011, the Board of Supervisors (“Board”) approved a Memorandum of Agreement (MOA) outlining commitments pertaining to Phase 2 of the Dulles Corridor Metrorail Project between the County, the U.S. Department of Transportation (USDOT), the Washington Metropolitan Area Transit Association (WMATA), Fairfax County, the Commonwealth of Virginia, and the Metropolitan Washington Airports Authority (MWAA). Included in the MOA was a commitment from the County to use its best efforts to secure additional funding sources that will be sufficient to fund the cost of the design and construction of the parking facility at the Route 606 Station and the two parking facilities at the Route 772 Station.

In discussions leading up to the approval of the MOA, the Board’s support for securing additional funding for the parking facilities was based on the following:

- The County would make a reasonable and best effort to assemble a financial option for the three (3) parking facilities as defined above, thereby taking the cost of those facilities out of the project, and

- The removal of the parking facilities from the project scope would be contingent upon either: (1) a private sector partner and/or the Commonwealth guaranteeing and backing the cost of the facilities; or, (2) an alternative financing option that would require no local tax funding support, as well as, [at that time], the realization of TIFIA financing.

On July 3, 2012, the Board voted to opt-in to the Phase 2 Dulles Corridor Metrorail Project thereby moving forward with the overall Metrorail project. At the same time, and as agreed to in the MOA, the Board was required to explore the development of the three parking facilities and the need for this partnership proposal to develop the parking facilities to be issued.

On November 16, 2012 the County issued a Solicitation For Conceptual Proposals through the Public-Private Transportation Act of 1995 for Loudoun County Parking Facilities (SCP). With the SCP, the County is seeking parking facilities that are available on opening day of revenue operations for Phase 2 of the Dulles Corridor Metrorail Project, which currently is estimated to be sometime in 2018. Furthermore, the County must be able to make a decision on the garage construction prior to July 1, 2014.

The proposed Project consists of the finance, design, development, construction and operation of up to three parking facilities in Loudoun County, along the metrorail corridor. "Parking Facilities" means multi-level garage or covered structures (s and specifically excluding surface parking lots) capable of containing the sufficient number of parking spaces set forth herein at the following locations:

- One (1) parking facility at the Route 606 Metrorail Station with 1,965 parking spaces. This property is currently leased by MWAA from the Federal government. MWAA, in the MOA, has agreed to provide the County, at no cost and to the extent permitted by law, such real property rights as are reasonably necessary for the construction, location, and operation of, and vehicular access to and from, the parking facility that is to be constructed to serve the Route 606 Station. The County and the awarded Private Entity will work together with MWAA to acquire the necessary agreement(s) to finance, design, develop, construct and possibly operate the parking facility on this site.
- Two (2) parking facilities on land proffered to the County by developers of Loudoun Station and Moorefield Station, respectively, at the Route 772 Station with 1,433 parking spaces on the north side of the Greenway and 1,540 parking spaces on the south side of the Greenway. These parcels represent land as proffered by the approved Loudoun Station and Moorefield Station development projects. These parcels have not as of now been conveyed to the County and currently are privately owned. If the County awards to an entity seeking use of the proffered land, the County will work with the awarded Private Entity to acquire the proffered land.

Three conceptual proposals were received as a result of the SCP and were evaluated as required under the SCP by the Independent Review Panel (IRP) and have been determined to meet the submission requirements contained in Phase 1 of the SCP.

The three proposers and a brief description of their submissions are as follows:

- Comstock Partners - This proposal is to design, construct and operate approximately 4,938 parking spaces and related facilities to support both the Route 772 and the Route 606 Metro Stations. The Comstock proposal has been developed to offer the County the option to pursue all three garages or to select one or two of the garage project options described below.

At the Route 772 North Station, Comstock Partners has proposed to construct 1,433 spaces with three initial options for location of the garage facility. The first option proposes to design, construct, and operate a precast garage structure on three (3) acres of proffered land adjacent to the western boundary of the Loudoun Station development, which is consistent with the preliminary engineering location. The second option proposes to design, construct, and operate a precast garage structure integrated into the eastern portion of the Loudoun Station development. In the third option Comstock has proposed to construct and operate a partially below grade, cast in place garage integrated into the southeastern portion of the Loudoun Station development.

For the Route 772 South Station, Comstock has proposed to design, construct, and operate a precast concrete garage to accommodate 1,540 parking spaces on the 3.6 acre site previously proffered to the County as part of the Moorefield Station development, which is consistent with the preliminary engineering location.

At the Route 606 Station, Comstock has submitted a concept to develop and operate a precast concrete structure that will accommodate 1,965 parking spaces on land made available by MWAA.

- Trammell Crow Company & Route 606, LLC - This proposal is to design, construct and operate a parking garage with the capacity to accommodate 2,190 parking spaces, which includes 225 additional spaces. The concept proposal contemplates modifications to the garage design and location from the preliminary engineering plans and incorporates office and retail development on immediately adjacent property controlled by MWAA.
- West Dulles Properties - This proposal is to design, construct and operate a parking garage to accommodate 1,965 parking spaces. The West Dulles proposed concept moves the garage location one land bay to the east from the preliminary engineering location and includes potentially redesigning the existing transportation street network around the station location. This proposal also allows for additional commercial development on the adjacent property controlled by MWAA

The proposals may be viewed on the Loudoun County Procurement web site [www.loudoun.gov/procurement](http://www.loudoun.gov/procurement).

On April 3, 2013, the Board of Supervisors approved the recommendation of the Finance/Government Services and Operations Committee to accept the submitted proposals for further analysis, the Board also directed staff to present the proposals at the May 8, 2013 Public hearing (8-0-1, Supervisor Clarke absent for the vote).

**ISSUES:** This Public Hearing is being held to solicit any public comment on the conceptual proposals received and to meet the requirement of the Public-Private Transportation Act of 1995. The IRPIRP is performing an evaluation of the conceptual proposals concurrently. All public comment will be considered during the IRP evaluation.

**FISCAL IMPACT:** At this time all financial information has been marked proprietary and confidential using the criteria set forth in the Virginia Freedom of Information Act (FOIA), the PPTA and the County's Procurement Resolution, and therefore cannot be disclosed to the public.

**DRAFT MOTIONS:**

1. No action by the Board of Supervisors is necessary at this time.